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1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
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Hongkong, 13th July, 1905. 769

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on May 29th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present—Dr. Pearce, M.O.H., Hon. Mr. A. W. Brown, Hon. Mr. W. Chubb, Dr. Macdonald, Mr. F. J. Bodeley, Lieut.-Col. Sparks, Mr. A. Shilton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Pung Warehau and Mr. G. A. Woodcock (secretary).

A MATTER FOR THE COMMISSION.

Mr. HUMPHREYS—Before proceeding with the standing orders, Mr. President, I am prepared to answer any question about notices. When I was in Manila you said that if Mr. Humphreys were here you would ask him some questions about notices.

The PRESIDENT—What I said was, speaking from memory, that I should have asked you to give details if you were here at the time.

Mr. HUMPHREYS—Well, I am here now, and am prepared to answer any questions you would like to put to me.

The PRESIDENT—As the whole matter has been referred to a commission, don't you think it would be wise to leave it to a commission.

Mr. HUMPHREYS—About the notices?

The PRESIDENT—Yes, about any irregularities in the Public Health and Building Ordinance.

Mr. HUMPHREYS—Very well.

THE PAINTING OF THE MARKET.

Dr. Pearce, in a minute which was circulated to members, drew attention to the unsatisfactory way in which the recent painting of the Central Market had been carried out.

The Central Market should look clean and healthy, but the officers of the Board cannot take the responsibility of this unless the repairs and renovations are done in a workmanlike manner.

Mr. A. SHILTON HOOPER wrote—I presume all such work has to be passed by the Director of Public Works before payment is made for same.

Mr. E. A. HEWITT—The market being a Government building I presume the work of painting it was arranged for by some Government official, supposedly the Director of Public Works. If a complaint as to the unsatisfactory carrying out of the work was made it should have been addressed to the Government department in question in the first instance.

Mr. LAU CHU-PAK—Why not serve notice at once? In a private case this course would have been followed without referring to the Board.

The Hon. DIRECTOR OF PUBLIC WORKS—It was surely the duty of the M.O.H. to report a matter like this to me. It would be time enough to report to the Board when he failed to do the matter remedied in the ordinary way.

CENTRAL OR SIDE CHANNELS.

Correspondence relative to the streets running north and south in the central part of the city was submitted. His Excellency had made an inspection of 24 of the streets mentioned in Mr. Tooker's list, and made certain suggestions. Mr. Shilton Hooper, in his minute, affirmed that Mr. Tooker's report bore out his original statement as to the condition of the streets in general running north and south. Most of the streets inspected by the Governor were not those he referred to.

The PRESIDENT—Personally I am inclined to think that in narrow streets a central channel would be the better.

Mr. HOOPER—I would like to ask the Director of Public Works more in his capacity as Director whether he cannot bear out as I have stated that the side channel is preferable to the central?

Hon. Mr. CHATHAM said that formerly many of the streets had central channels, but when such streets were being relaid they were altered to side channels. Personally he preferred the side channel, as it kept the street cleaner.

Mr. HOOPER—I move that in the opinion of the Board it is considered advisable that channels should be laid at the side of a lane instead of in the centre.

Mr. HADLEY seconded, and the motion was carried.

MARKET LISTS.

Mr. HEWITT—I was not here at the last meeting, but should be glad to know whether any report was made by the special committee appointed a month ago with regard to market lists.

The PRESIDENT—The report is in circulation at the present moment.

Mr. HEWITT—May I ask by whom the report was made?

The PRESIDENT—By myself and Mr. Lau Chu-pak.

Mr. HEWITT—There were three appointed, and one has since resigned. Why was the matter not then referred to the Board unless there was some definite ruling to the contrary that the committee ceased to exist and a fresh committee should be appointed?

The PRESIDENT—I don't think it is customary that when a member resigns unless the quorum is dissolved the committee does not exist.

Mr. HEWITT—Thank you.

THE CUSTOMS CHANGE.

EMPEROR OF CHINA FIRM.

The N. C. Daily News prints the following translation of a Peking telegram, which appeared in the Sincere of May 24th:—"The Chinese Government declares that the Customs being a part of the internal economy of the Empire, the appointment of special High Commissioners over that department lies within its rights as a Sovereign State. Such being the case, the Emperor of China cannot consent to listen to outside interference in regard to the Customs, as it conflicts with his prerogative as an independent Sovereign. His Majesty therefore cannot cancel his decree creating the foregoing posts, but His Majesty guarantees that there will be no change whatever among the foreign employees of the Customs from what has hitherto obtained in that department of the internal economy of China." The above is apparently the gist of the reply of the Waiwpa to the protests of the Foreign Ministers in Peking, but there is no mention in the native paper of the date of it.

PARIS

(FROM OUR CORRESPONDENT.)

April 27.

POPULAR DISAFFECTION.

No one—even the wisest—could tell what is likely to happen in this terror-stricken capital between this and the next few days. The fact that the officials do not conceal their great anxiety is sufficient to cause all timid persons to leave as quickly as they can for some place where danger is less apparent. Strikes, actual and in contemplation, are the topic of the moment in France. The action of the Government in embarking 300 of the Paris postmen and mail carriers seems to have secured no results better than stirring up a polemic as to why rights of combination granted to other State employees are to be denied to the poor and over-worked *facteurs*. Several other categories of State servants are secretly organising for a strike, as are three or four of the trades in Paris, and more than a dozen in the provinces, including the great building trades. The labour demonstrations on May 1 will this year be on a vast scale, and it is feared that they will inaugurate an embittered conflict with capital.

RIOTS FEARED.

The great military plans to prevent riots in this city have positively alarmed citizens; the latter, anticipating a state of siege, have made preparations accordingly. Immense rushes are made to shops, butchers, bakers, grocers and other dealers in provisions intend to close their shops on May Day, so are besieged in advance. Parisians are laying in enormous supplies of tinned meat and vegetables, as well as wine, beer, and mineral waters; while the demand for candles, lamp oil, etc., has been equally enormous. Paris at the present moment resembles the *Commune* or the terrible days of 1870-71.

The whole of the city is under arms, and soldiers of all arms have received orders to prepare for riots, and to shoot all disturbers of the peace. The populace are firmly convinced that the riots, which are only beginning, will spread from one end of the capital to the other. The Government anticipates as much, judging by the great activity displayed in its preparations. M. Lepine, the Prefect of Police, is ready for any emergency, and believes that he will be able to cope with any difficulty that may arise. In spite of this reassuring statement, people are quitting Paris fast, with the intention not to return until the May Day observances are over, and order completely restored. The ordinary police are to be reinforced by 1,000 detectives in plain clothes armed with revolvers and stout sticks. Their duty will be to patrol the streets, mix with the crowd, and arrest any one likely to cause a disturbance or heard using threats against the public peace. Policemen in uniform will be posted all over Paris in batches of 20 or more, and will have strict orders to disperse any large gathering or procession. No flags or revolutionary emblems are to be tolerated. The streets, however, are none are to be immediately arrested. M. Lepine regrets that he cannot grant special police protection as demanded, to shopkeepers and tradespeople, all that can be done to properly guard the streets and prevent violence will be done.

PARIS AN ARMED CAMP.

So many soldiers have been brought from different parts of France, that Paris actually resembles an armed camp. It is estimated that over 50,000 troops will be in Paris—ready to come out at a moment's notice—on May Day. The North of France having become quiet, through pneumonia having put an end to the miners' strike, it has been possible to bring eight squadrons of cavalry to Paris from that district. The *Galeria des Machines* in the Champs-Élysées has been converted into a huge barracks to accommodate the extra soldiers. Every precaution has been taken by the Prefect of Police to safeguard the gas and water supply, as rioters are likely to attempt to cut these off as usual in the first place. German, Belgian, Italian, and Spanish troops will co-operate and assist the French Government by turning back, and even arresting if necessary, any French rioter who attempts to cross the frontier. Any foreign workmen attempting to cross into France with the object of demonstrating will be similarly dealt with. M. Lepine takes a very serious view of the situation, and estimates that from 8,000 to 100,000 strikers will demonstrate in Paris from Sunday next, until after May Day.

These 25,000 are regarded as "dangerous." The Place de la République or East End of Paris is considered as the focal point of the expected disturbances, hence the object of the military and police authorities to confine rioting to this quarter, and prevent the rioters from streaming in force down the Boulevards. With such a display of force it ought to be comparatively easy to prevent the strikers from carrying out their intention, that of marching up the Champs-Élysées and into the richer residential quarters. The attempt made a few days ago to blow up ex-President Loubet as well as his new private residence in the Rue Dante has caused special measures to be taken to ensure the safety of President Fallières. The railings around the Palais have been strengthened in several places, while a large force of soldiers will be placed on guard at the Elysée especially on Sunday next, which promises to be a "bloody Sunday," as in St. Petersburg, and May Day. The latest to join the general strike in Paris are the *midinettes* or dressmakers and milliners, the printers, washerwomen, jewellers and watchmakers' assistants have all joined, who demand ten hours' pay for eight hours' work.

TROUBLE WIDESPREAD.

The whole of the country is in a veritable state of turmoil; rioting is taking place everywhere, and dynamite is being freely used for the purpose of blowing up buildings and viaducts, and so wreck trains. The present labour struggle is the greatest on record in

France, and there is no telling where or how it will end. Every *état* has manifested its intention to join the strikers, and to take a leading part in the May Day demonstrations. The present Reign of Terror in France was certain to take place sooner or later. In the Black Country of France, in the North, matters up to a few days ago looked extremely serious, so much so that 20,000 soldiers were unable to control strikers. Just then pneumonia made its appearance as a strike-breaker, and now instead of killing one another both strikers and soldiers are in the hospital suffering from bronchitis and pneumonia, caused by the intense cold and privations. Many of the rioters were started into submission. The violence which characterised the miners' strike in Northern France is regrettable, not only for the loss of life which it has caused already, and may yet cause—for it is likely to break out afresh any minute—but also for the effect which it must have in strengthening the reactionary party in France on the eve of a critical General Election.

The recent outbreak of violence in the coal-mining districts of the North of France is accepted as a disquieting symptom, showing how little at times separates what are commonly known as labour troubles from downright revolt and revolution.

THE ROYALISTS BLAMED.

Who are responsible for these troubles? According to some, the Royalists. One paper maintains that it is quite possible that the Royalists may have sought to create the present unrest; and if they can do it foolishly they may safely be trusted to prefer that way of making trouble. It is well to bear in mind that Prince Louis Bonaparte is in France at the present moment, and of all the pretenders to the French throne there is only one who constitutes any danger to the Republic—however deeply rooted the latter régime is—and that is, Prince Louis.

His older brother, Victor, by his marriage with a *dansette* or ballet girl, by his unscrupulous antecedents, as well as by his extreme reaction to assume any active role, is completely innocuous as a monarchist pretender. He is not even in touch with the leading Bonapartists, while he exercises no authority whatever over them. Still more inferior are the chances of the Duke d'Orléans. But Prince Louis Bonaparte, thanks to a life singularly free from scandal, to his extraordinary taciturnity and reserve, and to his excellence as a soldier, has a large personal following in France, not alone among the classes, but likewise among the masses. On the occasion of his recent visits to Paris deputations of the labour leaders called upon him at his hotel. What the object of their visit was, or what passed between them, has not been revealed. We have reason to conclude that what little his visitors have ever said about him since indicates that they hold him in a good deal of respect.

Until now, Prince Louis has been free to come and go in France, the law of exile barring monarchist pretenders from French territory being restricted to his older brother, Victor Napoleon, and to the Duke of Orléans—one of the most contemptible figures in French politics. Prince Louis is a general in the army. The late Emperor Alexander and the present Czar made it a point of keeping the Prince almost entirely in Russia; he was quietly given to understand that any political activity on his part in France would be distasteful to the Russian Government. Recently, however, the Czar gave him leave to come and live in France for a year, meanwhile allowing him to retain his rank as general. It would, as will be seen, be exceedingly awkward under the circumstances for the French authorities to expel him should he become active against the Republic.

THE CHURCH.

France is just now, as everybody is aware, wrought up from one end to the other over the conflict between Church and State; and owing to the ruthlessness with which the new Church laws have been applied by indiscreet agents, and to the advantage which is being taken thereof by the foes of the existing administration, people of every class of society are exercised over what they now believe to be a determination on the part of the State to despoil their Church, and to interfere with their religious freedom and liberty of worship. If ever there has been a period of disquiet in France—and many look upon the Republic as being in actual danger—since the establishment of the Third Republic, or a moment ripe for disturbances of the gravest character, it is certainly just now, thanks to the Church laws, the agitation in the mining districts, and the near approach of the 1st of May, and last but not least, the General Elections. The Czar has acted very mysteriously, it is admitted, by permitting Prince Louis Bonaparte to take up his residence in this country for twelve months. Is it possible that the Emperor Nicholas II. is anxious to see Prince Louis proclaimed Emperor of the French? Some believe so, his presence at the present critical moment, it must be admitted, constitutes, as the Czar himself knows, a real menace to the Republic.

AN INFLATED BUREAUCRACY.

The Third Republic—whose fate actually hangs in the balance—appears to have taken a leap out of the book of the First Empire, when almost every third man in the country was an official of some kind. One of the present ills of France is a most extravagantly inflated bureaucracy. During the past twenty years the number of State employees has been trebled; not by additions to the personnel of existing grades owing to increase of business, but the creation of multitudinous new posts to subserve purposes which can accurately be described as political. It is no secret that there are numerous unpaid posts, the holders finding their market in the prestige and the opportunities of an honorary title. The French Minister of War has just issued a general order directing that no officer shall be permitted to be in garrison at any point save to which he himself, or if he be married, his wife, has near relations, or family interests, such as property. In addition, such a step, illustrating with painful clearness the degree of distrust which exists in the French Army, can hardly fail to cause a good deal of troublesome dislocation.

POLICE COURT.

Tuesday, May 29th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

THE SHIP STREET AFFAIR.

The application for leave to appeal against the sentence of his Worship in sending the second officer of a German steamer to prison for a month's hard labour for assaulting Constable Taylor in Ship Street should have been made by Mr. C. F. Dixon, who, however, said that in view of the doctor's report, which he had just received, he had no option but to apply for leave to withdraw his application. On the question of hard labour he would ask his Worship if he could eliminate that from the sentence. He did not suggest that the man should not be adequately punished, the length of the sentence made outside of seven days so that he had no power to alter his sentence no matter how he might be inclined to consider the question.

His Worship granted the application for leave to withdraw but said with regard to the question of hard labour that he had no jurisdiction. The application was made outside of seven days so that he had no power to alter his sentence no matter how he might be inclined to consider the question.

Mr. Dixon said he had a further application to make—for a summons against Constable Taylor for assaulting the engineer of the same steamer. He said he wanted to charge the constable at the Station, but nothing more was said about it.

The application was granted but as P.C. Taylor is still in hospital, the hearing of the summons was provisionally fixed for Tuesday next.

A PRINTING PRESS.

Lenng Sam, of 92, Hollywood Road, was summoned for keeping a printing press without having obtained the necessary permit. Mr. Morrell appeared to prosecute on behalf of the Attorney General.

Defendant, when asked to plead, said he had been busy, and forgot to get the permit.

Mr. Morrell—He was warned on 11th March and again on 11th April to register. He is registered now—since the summons was served.

His Worship—What about the cost?

Mr. Morrell—I ask for a conviction. The section of the Ordinance provides for a fine of \$10.

His Worship—What was he printing a newspaper or a book?

Mr. Morrell—I don't know. The offence is keeping a printing press.

Fined \$10.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

SCHOOLBOYS CHARGE THE POLICE STATION.

Two schoolboys from Queen's College were charged with disorderly conduct on Monday afternoon. It appeared that complaints had been made that the boys were in the habit of molesting the girls attending the Balliol School, and with a view to putting a stop to this practice a detective was placed on duty near the College. When the boys came trooping out of the College on Monday afternoon their leader challenged the man standing on the footpath, telling him he ought not to obstruct the footpath. The detective replied that he was there in obedience to orders, and the leader, who was a *Barbarian*, struck him on the chest. The detective seized him and immediately afterwards found himself attacked by about fifty boys, whose number gradually increased. However, he succeeded in taking his prisoner to the Police Station, whether the boys followed and mobbed the charge room, the Chief Inspector, six Indian constables and two Hongkongers having to be called to clear the boys out. The Eurasian and another Hongkonger were arrested. Mr. Melbourne bound them both in over the sum of \$25 to be of good behaviour.

THE ACCIDENT TO THE "ROON."

The *Nagasaki Press* of May 19th contains the following references to the grounding of the N.D.L. s.s. *Roon*:—"At 10.45 p.m. on Wednesday, two distinct sounds, as of the vessel striking rocks, were heard and the passengers were at once provided with life preservers. The vessel kept on her way, but soon after land was sighted, apparently only a stone's throw away; the vessel was quickly turned and remained motionless for some time. The crew at once prepared to launch the lifeboats; during this operation two seamen fell into the water. One was rescued and found to be injured, but the other is missing.

On Thursday, the naval transport *Ryuku Maru*, from Sasebo, was sighted and signalled for assistance. She approached as near to the *Roon* as possible and the passengers were transferred to her in safety. After a futile attempt to refloat the *Roon*, the *Ryuku Maru* left the scene at 4 p.m. and reached Moji at 8 p.m.

It is stated that the passengers took no food after the vessel struck until they arrived at Moji, by which time many were in an exhausted condition. Quarters were found for them at Shimomaki and Moji. The str. *Uki-shima Maru* and *Meike Maru* were despatched to the scene from Moji yesterday morning to assist in salvage operations. The *Oura Maru*, the Mitsui Bussan Kaisha's s.s. *Meike Maru* returned to Moji on Friday and brought the following report:—

"The *Roon* was found on Friday morning at 10.45 p.m. on Wednesday. The vessel was struck on the starboard bow, and the passengers were at once provided with life preservers. The vessel kept on her way, but soon after land was sighted, apparently only a stone's throw away; the vessel was quickly turned and remained motionless for some time. The crew at once prepared to launch the lifeboats; during this operation two seamen fell into the water. One was rescued and found to be injured, but the other is missing.

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GLASGOW and LIVERPOOL	"STENTOR"	On 14th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st June.	
GLASGOW and LIVERPOOL	"PATROCLES"	On 28th June.	
GLASGOW and LIVERPOOL	"PINGUEY"	On 5th July.	
GLASGOW and LIVERPOOL	"ASTYANAX"	On 12th July.	

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LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 12th June.	
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 19th June.	
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 26th June.	
AMSTERDAM, LONDON and ANTWERP	"PROMETHEUS"	On 3rd July.	
LONDON, AMSTERDAM and ANTWERP	"PATROCLES"	On 10th July.	
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SHANGHAI	"KEEMUN"	On 2nd June.	
MANILA	"TEAN"	On 5th June.	

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TAMSAI VIA SWATOW AND AMOI	"DAIJI MARU"	SUNDAY, 10th June, at 10 A.M.	
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	WEDNESDAY, 30th May, A.M.	
ANPING VIA SWATOW AND AMOI	"MAIDZU MARU"	FRIDAY, 1st June, A.M.	

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STEAMERS	SAILING DATES
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ROON	WEDNESDAY 20th June
PREUSSEN	WEDNESDAY 27th July
ZIETEN	WEDNESDAY 13th July
GNEISENAU	WEDNESDAY 1st August
HAYERN	WEDNESDAY 15th August
PRINZ REGENT LUITPOLD	WEDNESDAY 29th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 12th September
SAC SEN	WEDNESDAY 26th September
PRINZ HEINRICH	WEDNESDAY 10th October
ROON	WEDNESDAY 24th October
PRINZ LUDWIG	WEDNESDAY 7th November

ON WEDNESDAY, the 6th day of JUNE 1906, at Noon, the Steamship
"SITHONIA," Captain Bremer, with CARGO ONLY, will leave this Port as above.

Shipping Orders will be granted till Noon, on MONDAY, the 4th June. Cargo and
Passes will be received on Board until 5 p.m., on TUESDAY, the 5th June, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 5th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$42 0 0	\$22 4 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$65 0 0	\$44 0 0	\$24 0 0
TO NEW YORK VIA SUEZ	\$64 0 0	\$44 0 0	\$26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	\$115 0 0	\$78 0 0	\$47 0 0
VIA BREMEN OR SOUTHAMPTON	\$68 0 0	\$48 0 0	\$27 0 0
TO NEW YORK VIA SUEZ	\$123 0 0	\$83 0 0	\$49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the above rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT.
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 20th June.
PRINZ REGENT LUITPOLD	TUESDAY, 24th July.
WILLEHARD	TUESDAY, 21st Aug.

ON TUESDAY, the 20th JUNE, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Wolke, with Mail, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO MANILA	\$50.—	\$30.—	\$20.—
TO NEW GUINEA	\$28.—	\$18.—	\$12.—
TO BRISBANE	\$28.—	\$18.—	\$12.—
TO SYDNEY	\$28.—	\$18.—	\$12.—
TO MELBOURNE	\$28.—	\$18.—	\$12.—
TO YOKOHAMA	\$50.—	\$30.—	\$20.—
TO KOBÉ	\$50.—	\$30.—	\$20.—
TO YOKOHAMA and back from KOBÉ TO HONGKONG	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Wednesday, 6th June.
YOKOHAMA and KOBÉ	Wednesday, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Wednesday, 20th June.
KOBÉ & YOKOHAMA	Wednesday, 20th June.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:—
To London via Plymouth or Southampton 1st Class 462 0 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltair 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
C. FERR. LAEISSZ	On 1st June—Freight.
ANDALUSIA	On 20th June—Freight.
AOLIA	On 28th June—Freight.
RHENANIA	On 12th July—Freight & Passengers

* Special attention of intending Passengers is drawn to the splendid accommodation of this
steamer, and saloons and cabins are lighted throughout by electricity. Daily qualified
doctor and stewards are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, KING'S BUILDING.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST.)
PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	SAILING DATES
"BATSUMA"	31st May.
"BIKI"	14th June.
"WRAY CASTLE"	23rd June.

For Freight and further information, apply to
DODWELL & CO., LD.,
AGENTS.

Hongkong, 29th May, 1906.

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NATAL LINE OF STEAMERS.

The Underigned GENERAL AGENTS

in China and Japan for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every night

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan

Hongkong, 4th August, 1898.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of May	JAPAN via SHANGHAI	Second half of May
TJIPANAS	JAVA	First half of June	JAPAN via SHANGHAI	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAVA	First half of July	JAPAN via SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor,
Hongkong, 29th May, 1906.

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EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

The Steamship

"EASTERN"

Captain Powell, will be despatched for the
above Ports on SATURDAY, the 2nd June, at
NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Plant,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in saloons.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 30th April, 1906.

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SHIPPING IN PORT.

STEAMERS

AMARA, British str., 1,500, C. J. Matlock, 10th
May—Chinkiang, 14th May. Rice.

Jardine, Matheson & Co.

ARABIA, German str., 5,453, Th. Hildebrandt,
27th May—Shanghai 24th May, General.

Hamburg-Amerika Linie.

ARABIA, British str., 2,307, H. Plough, 24th
May—Mojib 17th May, Coal.—Mitsui Bussan
Kaisha.

BRAND, Norwegian str., 1,520, M. Evensen, 28th
May—Saigon 23rd May, Rice.—Sander,
Wilder & Co.

CHRONOS, British str., 1,250, S. J. Payne,
27th May—Tientsin via Chioche and Wei-
huai 18th May, General.—Jardine, Matheson
& Co.

CHILDI, British str., 1,143, Carnaghan, 25th
May—Wuhu 17th May, Rice.—Butterfield
& Swire.

CHOWAI, German str., 1,115, W. Moller, 23rd
May—Bangkok 18th May, Rice and
Timber.—Butterfield & Swire.

COLOMBIA, Japanese str., 4,703, K. Sogoda,
28th May—Singapore 21st May, General.

Nippon Yusen Kaisha.

DEWENT, British str., 1,654, J. Jenkins, 28th
May—Saigon 24th May, General and
Rice.—Chinese.

DIWAWONSE, German str., 1,057, J. V. Bruten,
26th May—Bangkok and Kolschlag 19th
May. Rice and Meal.—Norddeutscher
Lloyd.

EMPEROR OF CHINA, British str., 3,046, R.
Archibald, 22nd May—Vancouver
30th April, Mails and General.—C.P.R.
Co.

FALK, Norwegian str., 1,380, G. M. Gudmund,
5th May—Boracoe 28th April, Timber.—
Sander, Wilder & Co.

FAUSANG, British str., 1,410, F. Wheeler, 25th
May—Wuhu 17th May, Grain.—Jardine,
Matheson & Co.

FRITHOF, Norwegian str., 891, H. H. Harald-
sen, 19th May—Wuhu and Chinkiang 14th
May, Rice and Groundnuts.—Siemssen
& Co.

GERMANIA, German str., 3,500, Lorentzen, 21st
May—Bangkok 17th May, Rice.—Jebson
& Co.

GLENN, British str., 2,272, J. Rafferty, 28th
May—London and Singapore 21st May,
General.—McGregor Bros. & Gov.

HALVARD, Norwegian str., 1,070, Carl Ander-
sen, 21st May—Wuhu 15th May, Rice.—
Chinese.

HANGANG, British str., 1,356, Spencer White,
24th May—Shanghai via Saigon 19th
May, General.—Jardine, Matheson & Co.

HANS WAGEN, German str., 965, Kagemann,
3rd May—Hollo 29th April, Sugar.—Lauts,
Wegener & Co.

HELENE, German str., 771, J. Jensen, 28th
May—Toursavia via Hoihow 27th May, Sugar
and General.—Jebson & Co.

HONGKONG, French str., 742, A. Suzoni, 27th
May—Haiphong and Hoihow 23rd May,
General, Eggs and Bullocks.—A. B. Marty.

ILFORD, British str., 2,750, J. G. McKelvie,
18th—Mojib 10th May, Coal.—Dodwell
& Co.

JASON, Norwegian str., 1,076, Neilsson, 26th
May—Wuhu 9th May, Rice.—Aagaard,
Thorsen & Co.

KISHI, British str., 3,148, E. Robertson, 28th
May—London, Antwerp and Colombo 7th
April, General.—Nippon Yusen Kaisha.

